

Prices and Prospects.

PRICES HELD UP BY CURTAILMENT.

Little Stock in the Region
and No Cut Price
Fuel.

CONSUMPTION ON THE DECLINE

Producers Prefer to Blow Out Their
Ovens to Running at a Profitless
Figure—Pig Iron Shows Declining
Tendency.

Special to The Weekly Courier.

PITTSBURG, May 24.—The continued decrease in Connellsville coke production has averted the decline in prices which would have been inevitable under the old order of waiting until decreased consumption had piled up large stocks. There is very little surplus coke apparently in the region, while there is practically none at all being offered in the market at cut prices. This is an unprecedented condition for a position like the present, when consumption has been steadily and rather rapidly decreasing.

While the market has been very quiet, there are no new low prices being made, and producers appear in all cases to be standing their ground firmly, preferring to blow out ovens rather than sell at any lower price than the low ones to which the market dropped some time ago.

We quote prices unchanged as follows: From Pittsburgh, \$12.00; from Connellsville, \$11.50; from Uniontown, \$11.00; from Johnstown, \$10.50; from Youngstown, \$10.00; from Warren, \$9.50; from Erie, \$9.00; from Buffalo, \$8.50; from Cleveland, \$8.00; from Detroit, \$7.50; from Chicago, \$7.00; from St. Louis, \$6.50; from Kansas City, \$6.00; from Omaha, \$5.50; from Minneapolis, \$5.00; from St. Paul, \$4.50; from Milwaukee, \$4.00; from Cincinnati, \$3.50; from Indianapolis, \$3.00; from Louisville, \$2.50; from Nashville, \$2.00; from Memphis, \$1.50; from New Orleans, \$1.00; from Mobile, \$0.50; from Savannah, \$0.00.

The pig iron market has been showing another declining tendency. Brokers have sold basic pig iron in several small lots at \$11.00, delivered Pittsburgh, equal to \$12.10 Valley, or 15 cents under the previous quotation, and two or three odd lots of Bessemer at 15 to 25 cents under the regular quotation of \$15 Valley. It is claimed that in the basic sales the brokers were cleaning up trade deals which enabled them to give a concession, but there appears to be more iron available at the same price. The Bessemer sales are reported to be short sales, and it is claimed that no large lot could be had at under \$15 Valley.

The sixteenth annual convention of the American Foundrymen's Association opened yesterday in the Exposition building, Pittsburgh. The registry list is expected to show a total of about 1,500 names before the convention closes. Meeting with the American Foundrymen's Association are the American Brass Founders' Association, and the Associated Foundry Foremen, while the Foundry & Machine Exhibition Company is holding a large exposition, filling the Main Building, Machinery Hall and overflowing to several small buildings erected outside. Machinery is being shown in actual operation. The convention is by far the most successful ever held by the foundrymen of the country.

IRON AND STEEL.

First Cheerful News of the Market Has
Had For Months.

Special to The Weekly Courier.

NEW YORK, May 24.—The American Metal Market and Daily Iron & Steel Report will say tomorrow: "This week brings the first cheering news in the iron and steel industry for three months. There is a slight but definite increase in new buying of steel products, while shipments to railroads on old contracts have been increased. A noticeable break in southern iron has resulted in large sales, showing that consumers are ready to take hold at a price. Agricultural implement interests have at last begun placing orders for their season requirements of steel bars, and about a dozen contracts have been closed involving a portion

of the buyers' requirements, with deliveries spread over the twelve months beginning July 1. These contracts were all closed at the regular price of \$1.40, Pittsburgh, with the usual guarantee against decline on unfilled portions.

The Pennsylvania railroad system, which April 1st promulgated a general order shutting off shipments of rails, track material, etc., has withdrawn the order and has been taking shipments at the old rate. Several other railroads which made total or partial suspensions have gone the same, while there has been a slight increase in new buying by railroads, the net result being a material increase in shipments of railroad material.

A few Southern pig iron producers have gone out and closed business for the balance of the year at \$10.50 and \$10.75, Birmingham, and a relatively large tonnage has changed hands. This establishes the Southern market for delivery the balance of the year on the basis of \$10.50, Birmingham, a decline of 50 cents. Prompt iron has been available for two or three weeks at \$10.50.

Production continues to decline, but only because the previous pace was much in excess of current bookings. These show signs of increasing and the decline in production bids fair to end very soon.

EASTBOUND TONNAGE

There Has Been Gain of Six Per Cent
in Past Week.

Tonnage passing eastward through Pittsburgh increased about 6 per cent in volume last week over that for the corresponding period of 1910, features having been the heavy movement of merchandise and packages, freight while dressed beef shipments alone were smaller. Also, for the first time in several weeks, westbound tonnage was heavier, due to shipments from Pittsburgh of structural and other steel products on orders of long standing, although the lack of new orders does not seem to bode for a continuance of the improvement.

Anomalous, the lake lines do not appear to have curtailed the movement of freight by all-rail lines to any considerable extent, notwithstanding much damage is being done by the lakes in the circumstances, therefore, they express the conviction that the industrial situation will be better shortly and that coincidental with that improvement railroad earnings will begin to show better. However, the people do not anticipate anything like a boom in business, although they are encouraged to believe that there will be a steady and continued growth in the movement of freight. They decline uniformly, however, to express an opinion as to what the railroads will do in the matter of buying for betterments and improvements.

RAILROAD CHANGES.

Promotions Announced on the Monongahela Division of P. R. R. Superintendent Mitchell, of the Monongahela division of the Pennsylvania railroad, has announced the following changes and promotions of station agents consequent upon the promotion of E. M. Biles, formerly agent at Clairton, to be supervising agent of the division.

Johnson G. Fry, passenger, baggage and freight agent and saving fund depository at Clairton, Pa., vice E. M. Biles, promoted.

Samuel N. Nickerson, passenger, baggage and freight agent and saving fund depository at South Duquesne, vice J. G. Fry, transferred.

John H. Moore, passenger, baggage and freight agent and saving fund depository at Duquesne, vice S. N. Nickerson, transferred.

James W. Parnell, passenger, baggage and freight agent and saving fund depository at West Elizabeth, Pa., vice J. H. Moore, transferred.

Elmer L. Mills, passenger, baggage and freight agent and saving fund depository at Courtney, vice J. W. Parnell, transferred.

Charles W. Best, passenger, baggage and freight agent and saving fund depository at Vance Mill Junction, vice Elmer L. Mills, transferred.

INDEPENDENTS MEET.

Coke Producers Hold Session at Uniontown on Saturday.

The Independent Coke Producers' Association held its regular weekly meeting Saturday afternoon in the association rooms in Uniontown.

Trade conditions and business of a general nature were discussed, and it was decided to hold next Saturday's meeting at the Country Club.

As the freight rate hearing before the Interstate Commerce Commission had been scheduled to resume today, it was the intention of a number of the operators to leave for Washington last night. Word was received, however, that the hearing had been postponed until Wednesday, and a delegation will go down Tuesday night.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING MAY 20, 1911.				WEEK ENDING MAY 13, 1911.			
	District.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.
Connellsville.	Connellsville.	23,806	13,913	9,893	151,582	23,806	14,014	9,792
	Lower Connellsville.	15,393	10,419	5,174	121,526	15,393	10,508	1,995
Totals.		39,199	24,332	15,067	273,108	39,199	24,522	11,787
Furnace Ovens.								
Connellsville.	Connellsville.	18,716	11,332	7,384	121,184	18,716	11,332	7,384
	Lower Connellsville.	4,613	3,178	1,435	37,707	4,613	3,178	1,435
Totals.		23,329	14,510	8,819	158,891	23,329	14,510	8,819
Merchant Ovens.								
Connellsville.	Connellsville.	5,090	2,581	2,509	30,398	5,090	2,581	2,408
	Lower Connellsville.	10,980	7,241	3,730	83,813	10,980	7,241	3,580
Totals.		16,070	9,822	6,239	114,211	16,070	9,822	5,988
SHIPMENTS.								
To Pittsburgh.	To Pittsburgh.	3,013 Cars.			2,955 Cars.			
	To Points West of Pittsburgh.	4,894 Cars.			5,108 Cars.			
To Points East of the Region.		591 Cars.			711 Cars.			
Totals.		8,501 Cars.			8,774 Cars.			

RATE HEARINGS AGAIN TAKEN UP.

Pittsburgh Coal and Connellsville Coke Men Renew
Their Fight

BEFORE COMMERCE COMMISSION

The Cases Are Now Strongly Backed.
Though at First There Was an Inclination Not to Antagonize the
Railroads.

WASHINGTON, May 24.—The hearing in the Pittsburgh coal and Connellsville coke rate cases were resumed today before the Interstate Commerce Commission. John W. Bellows of Pittsburgh, the chief complainant, was present with a formal array of data illustrated in a telling manner by numerous charts. The Connellsville Coke Producers' Association was represented by L. W. Semons of Uniontown. The two cases are identical in principle though differing as to facts.

The agitation regarding this matter originated with Bellows and in the preparation of the case he has been indefatigable. The initial proceedings developed a strong antagonism on the part of many of the coal and coke operators to identify themselves with it. They evidently feared to arouse the antagonism of the railroad interests. But after the first hearing, when it became apparent that Bellows had prepared a good case, they began to fall in line for the movement. The Pittsburgh Coal Company, which had held aloof, asked to be allowed to intervene. The cases are now strongly backed, and the complainants are confident of winning their contention. They have already established much of their case and declare that they have ample evidence to sustain all their allegations. If so, they cannot help but win, inasmuch as they will have proven that the rates are grossly inequitable and unjust.

At the previous hearing the railroad officials who gave testimony admitted that they had no definite theory of rate making, and lost the rates chiefly on the basis of the service to the shipper. Indeed one of them was made to admit candidly that the profits or lack of profits of the coal shipper had nothing to do with the case. It was also brought out that there is no definite system of ascertaining the cost of conducting the service.

While the case for the coal shippers appears to be bright, there is no certainty where the rate may be put. The Pittsburgh shippers want their rate lowered to conform to the West Virginia rates, while the railroads prefer to have the West Virginia rates raised to conform to the Pittsburgh rates. Either plan would work to the advantage of the Pittsburgh district, but a lower Pittsburgh rate would be more stimulating to the Pittsburgh coal trade.

The railroads announced some time ago that, effective May 1, they would revise their rates on Connellsville coke to Chicago, Detroit, Toledo and other Western points by making a mean rate between that charged on furnace and foundry coke and eliminating all discrimination. As was shown in The Courier at the time, this would mean a marked increase in the freight rates. The railroads, however, have not yet tied their tariffs and now announce that the new

THE PREVENTION OF MINE FIRES.

Failure to Appreciate Their
Seriousness Has Ended
in Disaster.

HUNDREDS OF LIVES LOST

At Mines Where Trivial Causes Start
Blazes That Developed Into Disasters—Address of Federal Mine
Bureau Expert.

Special to The Weekly Courier.

NEW YORK, May 24.—Failure to appreciate the seriousness of mine fires and a lack of adequate fire protection have resulted in the loss of hundreds of lives and the destruction of millions of dollars worth of property in the last few years, according to a statement made at the meeting of the National Fire Protection Association at the Hotel New Yorker, New York, May 24, by Herbert M. Wilson, chief engineer of the Federal Bureau of Mines. Mr. Wilson, who is a member of the National Fire Protection Association, declared that two of the most serious causes of mine fires are the lack of fire protection and the failure to appreciate the seriousness of mine fires.

"The contract of several mines of this country," said Mr. Wilson, "is to have a fire in a mine and a total cost of one million dollars, or which \$50,000 a day was spent in direct fire fighting for several days."

"The fire in the Pancoast mine of 17 miners left 17 widows and 17 dependent orphans. This first fire, known to have started in an underground vein, presumably from some oil-soaked wick. The fire was not thought serious until it had been burning two hours. This delay was, in large measure, responsible for the great loss of life."

Besides the loss of life, fires have cost much in money. At Deadwood, S. D., \$1,000,000 has been spent in fighting a fire in a main mine. Today fires are raging in coal and metal mines in various parts of the country. Some of them have gotten beyond control, and have been burning for many years, devouring hundreds of thousands of tons of coal and miles of mine galleries. One mine fire near Carbonate, Pa., has burned out such a vast area of anthracite coal in the last ten years as to result in a subsidence of the surface and destruction of surface property. Near Summit Hill, Pa., a fire which has been burning 21 years is estimated to have destroyed \$25,000,000 worth of coal. Near Johns, O., a tract of coal valued at several million dollars has been burning since 1881. In some of the deepest metal mines at Butte Mont., fires have been burning in the old mine tunnels since 1858. In Colorado vein in Nevada thousands of tons of copper which had been opened and numbered at great expense are being burned out.

"The mining engineers of the Bureau of Mines have made a careful study of fires in mines, and have reached the conclusion that the introduction of comparatively inexpensive fire fighting appliances, the adoption of proper regulations, and the institution of a reasonable system of fire drills may minimize fires and confine others to a brief period of time with little damage to life and property. The engineers of this bureau have had much success in combating mine fires through the use of the system outlined. This is an apparatus that entirely protects the head, and through which an air-tight plug is blown, thus preventing the fire from spreading to the rest of the mine and thus would render his approach otherwise impossible. By the use of such an apparatus a number of fires have been promptly extinguished which would doubtless have spread and perhaps extended beyond control. Chemistry, through the quick analysis of gases at frequent intervals in the neighborhood of the fire has proven a most useful adjunct in fighting fires. It seems almost unnecessary to call attention to the necessity of providing at each mine and in storage of water properly conveyed in protected pipes to possible danger points, the desirability of using large amounts of fire proof material in place of wooden mine timbers or wooden doors, the proper disposal of waste, fireproof highways, and air shafts and the use of fire proof material in all surface structures within 50 feet of the main opening to the mine."

West Virginia Examinations.

Inspectors Karl Schoew, P. E. Parsons, Bonner Hill and Vaughan, comprising a State Examining Board, met in Fairmont last week for the purpose of examining candidates for certification as mine foremen of the first and second grades, and fire boss.

Production and Output.

OUTLOOK IS DULL FOR COKE TRADE.

Trust Decision by Supreme
Court, However, Helped
Conditions Some.

PRODUCTION IS STILL DROPPING

Was Five Thousand Tons Less Last
Week Than the Week Before—And
There Was a Decrease of Over 300
Cars in the Shipments.

The Connellsville coke trade is still on the edge board as to production and output, but holds its own in price, which is more than can be said for the sagging pig iron market. Demand is declining, and furnaces are blowing out, but there seems to be no cut rates and no stocking of coke. While the merchant operators have signally failed to make a merger or to establish a central selling agency, they seem to be close enough together to save themselves from commercial suicide. Moreover, there is a more hopeful outlook and a stronger feeling in steel and iron circles despite the adverse conditions referred to. The Trust question has been practically disposed of in a manner unflattering to business, and the impression is becoming general that the Democratic efforts to tinker with the Tariff will prove impotent.

Production last week was 5,600 tons less than the previous week, while shipments fell off 300 cars. The total for the week ending May 20, 1911, was 273,108 tons, as compared with 278,707 tons for the week ending May 13, 1911. The decrease in production was 5,600 tons, or 2.0 per cent, and the decrease in shipments was 300 cars, or 0.3 per cent. The decrease in production was due to a decrease in the number of ovens in operation, and the decrease in shipments was due to a decrease in the number of cars in operation.

The production of coke in the Connellsville district last week was 5,600 tons, as compared with 5,600 tons for the week ending May 13, 1911. The decrease in production was 5,600 tons, or 2.0 per cent, and the decrease in shipments was 300 cars, or 0.3 per cent. The decrease in production was due to a decrease in the number of ovens in operation, and the decrease in shipments was due to a decrease in the number of cars in operation.

The average running time for the week was 7.09 days as compared with 5.32 days the previous week. The furnace ovens averaged 5.09 days, the same as the preceding week, while the average of the merchant ovens was 5.32 days, as against 5.25 days. Of the 14,510 tons of coke in operation, 60 ran seven days, 848 ran six days, 12,852 ran five days and 609 ran four days.

Of the 9,822 merchant ovens in operation, 4,756 ran six days, 1,235 ran five days, and 1,531 ran four days. Of the entire 24,332 ovens in operation, 60 ran seven days, 1,624 ran six days, 17,157 ran five days, and 2,151 ran four days.

Shipments last week fell off 300 cars, the total being 8,774 cars, as compared with 8,501 cars the preceding week. Shipments to Pittsburgh showed an increase of 15 cars, while shipments west declined 214 cars and shipments east declined 147 cars.

The number of ovens in operation was increased by the firing of 8 scattering ovens, and decreased by the blowing out of ovens at the following plants: Gilmore, 101; Fretts, 10; Katherine, 50; Plumer, 36; Towser Hill No. 2, 50; scattering 11, total 288, leaving a net decrease of 289 ovens.

Of Taylor Coal & Coke Company and Inspection of Plant.

Preparatory to the annual election of officers of the Taylor Coal & Coke Company, officials of that company arrived from Cleveland, O., yesterday in a special car and were entertained at the Country Club at Uniontown last night by local persons interested in that company. In the visiting party were E. P. K. Moore, President; H. A. Philp, Vice President and Treasurer; S. A. Fuller, Secretary; C. P. Bolton, Director, all of Cleveland; J. A. Hitchcock and L. H. Edlin of Cleveland and N. J. Clark of Pittsburgh, also accompanied the party.

After their arrival in Uniontown, the visitors were taken to the Country Club where they thoroughly enjoyed a fine dinner. Besides the visitors M. H. Bowman, J. E. C. Work, Isaac Taylor and D. B. Staudt were present at the dinner. Mr. Staudt, Mr. Bowman, Mr. Bolton, Mr. Moore and H. A. Philp are all directors of the company.

The men were taken to the plant of the Taylor Coal & Coke Company this morning in automobiles where a general inspection will be made. The election of officers for the ensuing year will be held and the report of the past year will be read. The visitors will depart for their homes this afternoon.

COKE PRODUCTION

In 1910 Soon to Be Issued by U. S. Geological Survey.

The United States Geological Survey figures of mineral production for 1910, the first following those for 1909, the day in the 1910 figures being a result of the cooperative arrangement between the Survey and the Census Bureau, which required overlapping tabular schedules. The Survey's pamphlet on coke production in 1909 was only recently published, but the figures relating to coke making in Colorado, Utah, and several other States in 1910 are now being compiled by E. W. Parson, chief of the Survey. The coke report for 1910 will be issued some time in June.

The production of coke in Utah and Colorado in 1910 amounted to 1,146,211 short tons, valued at \$1,273,579, against 1,135,865 short tons, valued at \$1,175,921, in 1909—an increase of 91,146 tons, or 7.5 per cent, in quantity, and \$177,648, or 15.1 per cent, in value. The smaller increase in value was due to a decline in the average price per ton from \$1.10 in 1909 to \$1.17 in 1910, but this decline does not appear to be assignable to any particular cause, unless it be to the larger proportion of slack coal used in the ovens in 1910. In that year nearly 50 per cent of the coal used for coke-making was slack, whereas in 1909 the quantity of slack coal made into coke represented only 35 per cent of the total. All the ovens in use in Colorado and Utah are of the bellows type. They are distributed among 13 establishments, 16 in Colorado and two in Utah. There were 235 ovens abandoned in 1910, reducing the total number from 1,700 to 1,465. Six of the 18 establishments (five in Colorado and one in Utah) were idle throughout 1910. The six idle establishments represented a total of 665 ovens.

THE ORIENT COMPANY

Stockholders Meet and Re-elect Their
Old Officers.

The stockholders of the Orient Coal Company held their annual meeting at the office of the company in Uniontown on Thursday. The old directors were re-elected to serve during the ensuing year. They are Julian Kennedy, President; Robert Kennedy, Secretary; and Robert Kennedy, Treasurer. The company has been very successful since its organization, a quarterly dividend having been paid regularly since operations began. The company has 14,510 tons of coke in operation, and orders on the books insure a steady run for some time to come.

Open Alaska Coal Lands.

CORONA, Alaska, May 24.—(Uniontown Special.)—The action of the Government in opening the Alaska coal lands, nearly 100 citizens of Corolla have responded for the Bureau of Land Management, 25 miles east of Corolla, where they intend to begin mining coal or the markets of this city and other Alaska towns.

West Virginia Companies.

There are 174 coal and coke companies operating on the line of the Norfolk & Western Railway in West Virginia and West Virginia. These companies own 13,931 coke ovens. They shipped last year 12,292,515 tons of coal and 2,903,496 tons of coke.

Henry W. Oliver Building, Pittsburg, Pa. First National Bank Building, Allentown, Pa.

ALABAMA HAD PROFITABLE YEAR.

Coke Made There Sold for
More Than West
Virginia's.

THE VALUE WAS \$3,249,027

There Are Forty-three Coke Making
Establishments in the State With
a Total of Little Over Ten Thousand
Ovens

In 1910 West Virginia produced 380,881 short tons of coke as against Alabama's 324,902 short tons. Yet Alabama received \$1,810,88 more for her coke than West Virginia did for hers. This was not because the West Virginia coke was inferior but because Alabama enjoys the advantage of having in the iron-making district of Birmingham a home market for the State's output. West Virginia on the contrary probably ships 95 per cent of her coke out of the State to furnish fuel to distant iron works.

The most significant feature of the coke-making industry in Alabama as in most of the coke-producing States in 1910 was the advance in values. The quantity of coke produced in 1910 was not materially larger than in 1909, the increase being only 103,200 short tons or 3.3 per cent but with the improved demand prices advanced from an average of \$2.61 a ton in 1909 to \$2.82 in 1910 and the total value increased \$806,826 to \$3,249,027 a gain of \$1,077,004 or 33.3 per cent. In quantity the production of coke in Alabama in 1910 was the largest ever attained, the value of the 1910 product alone was about \$3,000,000 less than that of 1909.

The following table shows the growth of the coke-making industry in Alabama

Year	Short Tons	Value
1880	100,000	\$1,000,000
1890	150,000	\$1,500,000
1900	200,000	\$2,000,000
1910	324,902	\$3,249,027

The figures on the coke industry for 1910 are now being compiled by E. W. Parker of the United States Geological Survey and will be published in an advance chapter of the Mineral Resources for 1910 some time in June. Of the total quantity of coke made in 1910 in Alabama 271,115 short tons were produced in by-product retort ovens of which there were 280 in the State at two establishments. The quantity of coke used in the retort ovens was 78,115 short tons and the yield of coke of this kind was there fore 72.4 per cent. During 1910 construction was begun on a bank of 60 koppers by the product retort ovens at Woodward by the Woodward Iron Company.

There were 1 coke-making establishments in Alabama in 1910 the same number as in 1909 but the total number of ovens increased from 10,011 in 1909 to 10,127 in 1910 exclusive of the 60 koppers ovens under construction at the close of 1910. Of these 9,611 ovens were in operation in 1910 with an average production of 1.5 short tons each. In 1909 the average production per oven was 1.4 tons.

COREY AND FRICK

To Build Steel Plant at Blairsville
Rumor Says

Although no official announcement has been made it is reported that one of the largest steel and iron plants in the world is to be erected at Blairsville. Recently the two Crabb and Hill families near Blairsville entered into a partnership with the Blairsville Iron and Steel Company to build a steel plant at Blairsville. The Blairsville Iron and Steel Company is a partnership between the two Crabb and Hill families and the Blairsville Iron and Steel Company. The Blairsville Iron and Steel Company is a partnership between the two Crabb and Hill families and the Blairsville Iron and Steel Company.

It is rumored that the plant will enter the field as a direct competitor of the United States Steel Corporation. Plans are said to include the building of a new town making the project similar to that undertaken at the Steel Corporation at Gary Ind. The site is a frontage of two and a half miles along the Conemaugh river abundance of water and rich coal deposits nearby.

The Indiana branch of the Pennsylvania railroad cuts through the property and the Buffalo Rochester & Pittsburgh railway can be extended to the site from four miles north. Real estate dealers have been optioning all the property in this vicinity at an able and prices of land are rising rapidly.

STRUCTURAL BRIDGE WORK

Will Soon Be Under Way in Vicinity of Confluence
A large brick building and a bridge will be built at the confluence of the Conemaugh and Allegheny rivers at Confluence. The bridge will be built at the confluence of the Conemaugh and Allegheny rivers at Confluence. The bridge will be built at the confluence of the Conemaugh and Allegheny rivers at Confluence.

Get Gutter Contract
Lincoln & Ruben have been awarded the contract for the gutter work on the John A. Gutter house 116 West Peach street. The job will be completed by June 1st.

SIGNAL-SYSTEM

For Coal Mines Invented by Pittsburgh
Superintendent of Police

Thomas McQuade, superintendent of police and Edward Lewis, warder of the Allegheny county jail at Pittsburgh are joint inventors of a signaling system for which they predict much as applied to mines. It consists of a wire system whereby alarms can be sounded much as fire alarms are sounded in cities.

It is claimed that the possibilities of the invention for signaling and sending messages by lights and telephones to any distance are practically unlimited. By the system of throwing signals it has been demonstrated it is asserted that alarms can be sent to any part of a coal mine in which a disaster has occurred. If the men are imprisoned they can soon be in communication with rescue parties in the few minutes that have installed them as a category. Should there be an accident any employee can give the alarm. All that is necessary is the turning of a small crank on the signal box and a red light will flash to the operator on the outside.

The principle of the use in mines will be in that the signal box will be placed in the mine and the signal box will be placed in the mine and the signal box will be placed in the mine.

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The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, May 20, 1911.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
30	10	Adah Coke Company	W. J. Riney	Uniontown
107	40	Albion No. 1	W. J. Riney	Uniontown
107	40	Albion No. 2	W. J. Riney	Uniontown
107	40	Albion No. 3	W. J. Riney	Uniontown
107	40	Albion No. 4	W. J. Riney	Uniontown
107	40	Albion No. 5	W. J. Riney	Uniontown
107	40	Albion No. 6	W. J. Riney	Uniontown
107	40	Albion No. 7	W. J. Riney	Uniontown
107	40	Albion No. 8	W. J. Riney	Uniontown
107	40	Albion No. 9	W. J. Riney	Uniontown
107	40	Albion No. 10	W. J. Riney	Uniontown
107	40	Albion No. 11	W. J. Riney	Uniontown
107	40	Albion No. 12	W. J. Riney	Uniontown
107	40	Albion No. 13	W. J. Riney	Uniontown
107	40	Albion No. 14	W. J. Riney	Uniontown
107	40	Albion No. 15	W. J. Riney	Uniontown
107	40	Albion No. 16	W. J. Riney	Uniontown
107	40	Albion No. 17	W. J. Riney	Uniontown
107	40	Albion No. 18	W. J. Riney	Uniontown
107	40	Albion No. 19	W. J. Riney	Uniontown
107	40	Albion No. 20	W. J. Riney	Uniontown
107	40	Albion No. 21	W. J. Riney	Uniontown
107	40	Albion No. 22	W. J. Riney	Uniontown
107	40	Albion No. 23	W. J. Riney	Uniontown
107	40	Albion No. 24	W. J. Riney	Uniontown
107	40	Albion No. 25	W. J. Riney	Uniontown
107	40	Albion No. 26	W. J. Riney	Uniontown
107	40	Albion No. 27	W. J. Riney	Uniontown
107	40	Albion No. 28	W. J. Riney	Uniontown
107	40	Albion No. 29	W. J. Riney	Uniontown
107	40	Albion No. 30	W. J. Riney	Uniontown
107	40	Albion No. 31	W. J. Riney	Uniontown
107	40	Albion No. 32	W. J. Riney	Uniontown
107	40	Albion No. 33	W. J. Riney	Uniontown
107	40	Albion No. 34	W. J. Riney	Uniontown
107	40	Albion No. 35	W. J. Riney	Uniontown
107	40	Albion No. 36	W. J. Riney	Uniontown
107	40	Albion No. 37	W. J. Riney	Uniontown
107	40	Albion No. 38	W. J. Riney	Uniontown
107	40	Albion No. 39	W. J. Riney	Uniontown
107	40	Albion No. 40	W. J. Riney	Uniontown
107	40	Albion No. 41	W. J. Riney	Uniontown
107	40	Albion No. 42	W. J. Riney	Uniontown
107	40	Albion No. 43	W. J. Riney	Uniontown
107	40	Albion No. 44	W. J. Riney	Uniontown
107	40	Albion No. 45	W. J. Riney	Uniontown
107	40	Albion No. 46	W. J. Riney	Uniontown
107	40	Albion No. 47	W. J. Riney	Uniontown
107	40	Albion No. 48	W. J. Riney	Uniontown
107	40	Albion No. 49	W. J. Riney	Uniontown
107	40	Albion No. 50	W. J. Riney	Uniontown
107	40	Albion No. 51	W. J. Riney	Uniontown
107	40	Albion No. 52	W. J. Riney	Uniontown
107	40	Albion No. 53	W. J. Riney	Uniontown
107	40	Albion No. 54	W. J. Riney	Uniontown
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107	40	Albion No. 58	W. J. Riney	Uniontown
107	40	Albion No. 59	W. J. Riney	Uniontown
107	40	Albion No. 60	W. J. Riney	Uniontown
107	40	Albion No. 61	W. J. Riney	Uniontown
107	40	Albion No. 62	W. J. Riney	Uniontown
107	40	Albion No. 63	W. J. Riney	Uniontown
107	40	Albion No. 64	W. J. Riney	Uniontown
107	40	Albion No. 65	W. J. Riney	Uniontown
107	40	Albion No. 66	W. J. Riney	Uniontown
107	40	Albion No. 67	W. J. Riney	Uniontown
107	40	Albion No. 68	W. J. Riney	Uniontown
107	40	Albion No. 69	W. J. Riney	Uniontown
107	40	Albion No. 70	W. J. Riney	Uniontown
107	40	Albion No. 71	W. J. Riney	Uniontown
107	40	Albion No. 72	W. J. Riney	Uniontown
107	40	Albion No. 73	W. J. Riney	Uniontown
107	40	Albion No. 74	W. J. Riney	Uniontown
107	40	Albion No. 75	W. J. Riney	Uniontown
107	40	Albion No. 76	W. J. Riney	Uniontown
107	40	Albion No. 77	W. J. Riney	Uniontown
107	40	Albion No. 78	W. J. Riney	Uniontown
107	40	Albion No. 79	W. J. Riney	Uniontown
107	40	Albion No. 80	W. J. Riney	Uniontown
107	40	Albion No. 81	W. J. Riney	Uniontown
107	40	Albion No. 82	W. J. Riney	Uniontown
107	40	Albion No. 83	W. J. Riney	Uniontown
107	40	Albion No. 84	W. J. Riney	Uniontown
107	40	Albion No. 85	W. J. Riney	Uniontown
107	40	Albion No. 86	W. J. Riney	Uniontown
107	40	Albion No. 87	W. J. Riney	Uniontown
107	40	Albion No. 88	W. J. Riney	Uniontown
107	40	Albion No. 89	W. J. Riney	Uniontown
107	40	Albion No. 90	W. J. Riney	Uniontown
107	40	Albion No. 91	W. J. Riney	Uniontown
107	40	Albion No. 92	W. J. Riney	Uniontown
107	40	Albion No. 93	W. J. Riney	Uniontown
107	40	Albion No. 94	W. J. Riney	Uniontown
107	40	Albion No. 95	W. J. Riney	Uniontown
107	40	Albion No. 96	W. J. Riney	Uniontown
107	40	Albion No. 97	W. J. Riney	Uniontown
107	40	Albion No. 98	W. J. Riney	Uniontown
107	40	Albion No. 99	W. J. Riney	Uniontown
107	40	Albion No. 100	W. J. Riney	Uniontown

Counting the Cost

The surest way to increase your REPAIR account is by the cheapest brick.
The surest way to decrease it is by the BEST BRICK.
This may not be true but it is the experience of every brick business man who properly adds to the cost of a brick the cost of REPAIRS. Value of the consumed brick is of course the best BRICK is always the BEST.

The Eureka Fire Brick Works,
MT BRADDOCK, PA. Bell Phone 49, Dunbar, Pa.

RECENT PATENTS

Compiled Specially Each Week for
The Weekly Courier

Flue blowing recently granted patent of interest to the coal and coke trade are reported to expect for the Weekly Courier by W. G. Doolittle, Patent Attorney, Park Bldg., Pittsburgh, Pa.

W. G. DOOLITTLE, PATENT ATTORNEY, Park Bldg., Pittsburgh, Pa.

Wilder's Aluminum Coated Steel Will Not Rust. This is a new invention for the steel industry. It is a new invention for the steel industry. It is a new invention for the steel industry.

The Wilder Metal Coating & Mfg. Co., CONNELLSVILLE, PA.

RAILS
40, 56, 60, 70, 75, 80, 85 and 90 lb
Relaying Rails
8, 12, 16, 20, 25, 30, 35, 40 and 45 lb

New Steel Rails
These rails are in stock at our Pittsburgh works and can be shipped immediately. Also second hand rails in stock and in length needed for building and contract work.

Frogs and Switches
RICHARDSON & CO., (Incorporated)
1211 FULTON BUILDING, PITTSBURGH, PA.
RAIL DEALERS

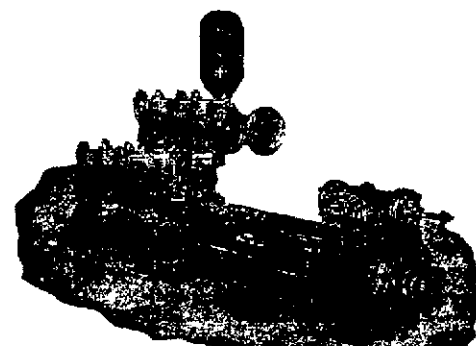
For Sale!
Two Electric Milling Machines in the best of condition. They are in the best of condition. They are in the best of condition.

Warwick Iron & Steel Co.,
Pittsburgh, Pa.

Yough Steam Pumps

—MANUFACTURED BY—
BOYTS, PORTER & COMPANY,
Connellsville, Pa., U. S. A.

Vertical Deep Well Pumps Heavy and Light Pressure Pumps
Wood Lined Mine Pumps With Pot Valve Water Chambers



Mine Pumps Tank Pumps Electrical Power Pumps
Hydraulic Pumps Compound Pumps Sinking Pumps
Special Boiler Feed Pumps With Self Grinding Bronze Valves.
Pumps for Every Kind of Service in Piston and Plunger Patterns.

PUMPS BUILT FOR OPERATION BY STEAM, COMPRESSED AIR or ELECTRICITY.

Connellsville Machine & Car Co.,

MANUFACTURERS OF

THE LAFAYETTE STEAM PUMP,

Engines, Mine Fans, Larries, Fit Cars,
Cages, Coal Screens, Coke Crushers,
Coke Barrows, Sheave Wheels, Drums,
Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies Injectors Pipe Fittings Joints
and Nails Railroad Spikes Splice Bars Bolts and Nut Locks Machine and
Carriage Bolts Steel Coke Scraper Helms Scraper Handles, Coke Oven
Valves and
COKE HOSE.
Works at Mount Creek Junction of Baltimore & Ohio and Pennsylvania
Railroads
OFFICE AND STORE 309 AND 311 WATER STREET,
Connellsville, Pa.

COCHRAN BROS.

MANUFACTURERS AND SHIPPERS OF

Coal and Coke.

Main Office: DAWSON, PA.

OFFICERS:

W. H. COCHRAN, President. H. T. COCHRAN, Gen. Manager.
A. J. COCHRAN, Secretary and Treasurer.

RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

J. P. BRENNAN, President. ANDREW A. THOMPSON, Treasurer.
J. J. THOMPSON, Vice President. W. G. ROCK, Secy and Asst. Treasurer.

Thompson Connellsville Coke Co.

800 OVENS MONTHLY CAPACITY 40,000 TONS

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS
Thompson No. 1 400 Ovens
Thompson No. 2 400 Ovens
Near Republic Station,
Fayette County, Pa.

CONNECTIONS
Pennsylvania R. R.
Fayette & Lake Erie R. R.
Baltimore & Ohio R. R.

PITTSBURGH OFFICE
1104 Diamond
Bank Building
Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY ANALYSES FURNISHED ON APPLICATION.
As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT DU PUY, President. JOHN C. NEFF, Gen. Mgr.
Connellsville Central Coke Co.
General and Sales Office, 1211 Empire Building, Pittsburgh, Pa.
Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke
MONTHLY CAPACITY 32,000 TONS P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS
Coke low in Sulphur and Phos. and of a rank proved superior.
Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled
without any manual labor. It is dust and dirt
free. It is blown from ovens by new process of compressed air. It is a coke of drawn
ANALYSES FURNISHED ON REQUEST.

**MRS. C. R. GEYER
DIES SUDDENLY.**

MONDAY, JUNE 5, 1911.

bill rules will be particularly helpful for an addition to the above 3-
express to him. ng place to bona fide L. Manning No 1

WM. W. PICKETT CALLED BY DEATH

A Brookvale Resident Who
Was Pensioner of
the B. & O.

VETERAN OF THE CIVIL WAR

Was a Native of Maryland and Came
to This State When Young Man.
Was a Carpenter and Retired From
Active Service Three Years Ago.

W. W. Pickett, a resident of Brookvale practically all his life, died Thursday at his late home following a lingering illness of dropsy. Mr. Pickett was a civil war veteran, and a member of the Methodist Protestant church for many years. He was leader of the Sunday school and always took a prominent part in all work connected with the church.

Deceased was employed at the B. & O. shops and was well known among the railroad men.

In addition to his widow he is survived by one daughter and two sons. Deceased was a B. & O. pensioner and was employed in the yards as a carpenter for about 20 years. He retired from active work about three years ago. He was aged 63 years, and was born November 21, 1847, at the outbreak of the Civil War he enlisted with Company E, Fourth Maryland Volunteers, and served for three years.

He was a son of the late John and Miranda Pickett of Carroll county, Md., and spent his boyhood days in Maryland. He was twice married. His first wife was Miss Susanna Shipley. To this union five children were born, the following of whom survive: Mrs. Casper Blasey, Mrs. Alice Stoner, of Dickinson Run, Mrs. Clara Orbin of Dawson, and Roderick A. Pickett, of Duhring, W. Va. His first wife died 27 years ago and several years after her death he married Miss Hannah Tedrow of Normalville. To this union three children were born, all of whom survive. They are Mae, Ralph and Braden, all at home. Notice of funeral later.

THE KLINE BILL

Fails in the Senate But It Will Be
Reconsidered.

HARRISBURG, May 15.—The Kline bill, to permit the State Treasurer to license brewers and distillers, hit a snag in the Senate yesterday when effort was made to secure concurrence in the House amendments. After a scene probably unparalleled in the history of the Senate, the body refused to agree to the amendments.

When the bill came up Senator F. S. McHenry, Philadelphia, called the attention of the Senate to the fact that the proposition under consideration was the brewery bill. He said that he considered the legislation vicious. Senator Joseph Hancock, Montgomery, announced: "I voted for this bill last week under a misapprehension. Now that I am better informed, I am opposed to the legislation."

Sensor Charles H. Kline of Pittsburgh, who had charge of the bill, was busy circulating among the Senators, but did not think oratory was necessary. Not a word was said in behalf of the measure and the clerk was ordered to call the roll. When the call was completed Kline arose to the fact that he needed one more vote to make the necessary constitutional majority of 26.

For the next ten minutes the Senators and big audience of spectators witnessed an unusual scene. Kline was trying to get the other vote. He appealed to Senator James P. McNichol to use his influence with a Senator, who has particular constituents, and so failed to hear his name called. McNichol simply smiled and sat still.

Kline next spied Senator A. W. Powell of Allegheny, who had not voted. He made a dash for him, but was met with the statement that the Senator had not read the amendments and was unprepared to vote. Powell was induced to go to the clerk's desk, where he was furnished with the official copy of the bill. He seated himself on the steps leading to the president's platform and proceeded to peruse the amendments. Kline was there urging him to vote "aye" and McHenry was telling him to vote "nay," while the Senate waited.

McHenry protested that the procedure was not proper and called upon President Pro Tem W. L. Crow to announce the vote.

"The vote will be announced in due time," said Crow, while the miscellaneous work on Powell.

At brief intervals Senators McHenry, Henry Wabers, Benjamin Jarrett, G. T. Weinertner and Hancock asked for the announcement of the vote. Crow smilingly replied to each: "The vote will be announced in due time." Powell continued to read and Kline pleaded for him to vote, while others advised him to vote against the bill. Finally Senator E. M. Herbst of Berks brought the scene to a close by announcing:

"Under the circumstances I desire to change my vote from 'yea' to 'nay'."

This was quickly followed by the change of Kline and G. J. Hancock of Bucks. Kline changed his vote so that he would be in a position to ask for a reconsideration. Hancock was supposed to have acted for the same reason. He denies this, however, and says that he will not vote for the amendments again. Crow then announced that the vote was 22 yeas and 21 nays.

U. S. WANTS PUBLIC TO BUY

Small Investors Given Chance to
Subscribe \$50,000,000 Issue.

The United States Government wants small investors to subscribe at least a portion of the \$50,000,000 Panama Canal Loan. The local banks and trust companies have received copies of the circular inviting bids on the bonds and are requested to place these in the hands of investors who might be interested. The bonds are not available as a basis for circulating notes of national banks but will be receivable like all United States bonds as security for public deposits in national banks.

The bonds will be in denominations of \$100, \$500 and \$1,000. The banks have been supplied with blanks for circulating bids. The bonds bear interest at the rate of 3 per cent per annum, payable quarterly.

The bids must be submitted to the Secretary of the Treasury at Washington on or before June 17. The bonds will be ready for delivery on or about July 1. On all bids of \$1,000 or more, a certified check for one cent of the face value of the bonds desired must be sent. On bids for less than \$1,000 no deposit is required.

It is stated that preference will be given those asking for the smaller amounts of bonds when two or more offers of the same price are received. The bidders offering the highest price will receive the first allotment. Either coupon or registered bonds will be issued. The bonds are for a period of 50 years.

Going to Monessen.
A party of Connelville, in plate, will leave this week for the first of next for Monessen, where they will get employment in the Monessen mills. The following will go: Harry, Lewis, Evans, John, Rouch, Fred Opperman, William Dull, Albert Matthews, David Snyder, Samuel Arts, Oliver Murray, Joe Gilmah, James H. H. Thomas, Thomas, Charles McElhenny.

Road Work Finished.
Contractors have completed the rebuilding of the mile on the place east of Semerfield and it is claimed to be the finest piece of road in the state.

AUDITORS' REPORT OF FAYETTE COUNTY FOR THE YEAR 1910.

Statement of the Finance of Fayette County, Pennsylvania, with account of disbursements for the year 1910, as compiled from the books and papers of the County, and audited by the Board of County Auditors.

P. P. EICHER,
J. N. HIBBS,
County Auditors.

EXPENDITURES OF THE COMMISSIONERS' OFFICE.

Total expenditures \$302,822.45

Paid to Court Reporters \$2,435.45

Paid to Court Interpreters \$2,435.45

Paid to Register of Deeds \$4,435.45

Paid to Commissioners Attorney \$1,245.50

Paid to County Surveyor \$1,245.50

Paid to County Detectives \$3,388.78

Paid to Commissioners Salary \$1,400.00

Paid to District Attorney \$4,500.00

Paid to A. S. McHenry \$1,329.82

Paid to J. N. Hibbs \$1,081.75

Paid to Discharged Cases \$2,333.47

Paid to Justices Expenses \$1,423.47

Paid to Engineers \$1,855.00

Paid to Freight and Express \$1,855.00

Paid to Coroner's Inquest \$1,855.00

Paid to Improvements to \$2,000.00

Paid to Insurance on County \$474.65

Buildings \$2,000.00

Paid to J. N. Hibbs \$1,855.00

Paid to Justices for 1910 \$1,855.00

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1900 audit

Fayette County to Peter A. John, Sheriff, per cent for 1910 \$1,855.00

Paid to J. N. Hibbs \$1,855.00

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1900 audit

Fayette County to Peter A. John, Sheriff, per cent for 1910 \$1,855.00

Paid to J. N. Hibbs \$1,855.00

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Paid to J. N. Hibbs \$1,8

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